

January 26, 2014

Aircraft Performance Group Study Errata

I. ACCIDENT

Description:	Impact with Sea Wall during Final Approach to Runway 28L
Location:	San Francisco International Airport (KSFO), San Francisco, CA
Date:	July 6, 2013
Time:	1128 Pacific Daylight Time (PDT)
Aircraft:	Boeing 777-200ER, HL7742
Operator:	Asiana Airlines
NTSB Number:	DCA13MA120

II. AIRCRAFT PERFORMANCE GROUP

Chairman:	Kevin J. Renze, Ph.D. Vehicle Performance Division, RE-60 National Transportation Safety Board (NTSB)
Members	Robert Stoney Federal Aviation Administration (FAA) Test Pilot Seattle Aircraft Certification Office (ACO) Dae Young Lee Investigator Aviation and Railway Accident Investigation Board (ARAIB) Republic of Korea Sang Yoon Lee Flight Operations Quality Assurance (FOQA) Manager Asiana Airlines Paul J. Bolds-Moorehead 777 and 787 Model Lead, Stability & Control Aerodynamics Fleet Support The Boeing Company

1.0 INTRODUCTION

On July 6, 2013 at 11:28 am Pacific daylight time, a Boeing 777-200ER, registration HL7742, operated by Asiana Airlines as flight 214, struck the sea wall short of runway 28L at San Francisco International Airport. The airplane was destroyed by impact forces and fire. Three of the 291 passengers were fatally injured. The flight was a regularly scheduled passenger flight from Incheon International Airport (RKSI), Seoul, Korea, and was operated under the provisions of 14 *Code of Federal Regulations* Part 129. Visual meteorological conditions prevailed at the time of the accident.

This document defines two changes necessary to correct the technical content presented in Exhibit 13B, "Airplane Performance Group Study," dated December 6, 2013. Firstly, the correct time alignment results for Section 3.1, Table 2 are:

Table 2: Time alignment mapping

Local Time	UTC Time	FDR Time
11:27:50.243	18:27:50.243	97911.657

Secondly, the X-axis label for distance on Figures 8–12 should be "Distance to Runway 28L Displaced Threshold (Nautical Miles)," as opposed to "Distance to Runway 28L Threshold (Nautical Miles)." The balance of FDR parameter and calculated data presented on Figures 8–12 are consistent with this X-axis label change.